

**ICAO Regional Safety Management Symposium
Interaction between SMS & SSP**

Geoff Want – Director of Safety & Security

October 2017

europe by
easyJet

Accessible Network:

- Over 300m inhabitants within one hours drive on an easyJet airport
- 60% of passengers originate from outside the UK
- 20% business travellers

Our people:

- Over 11,000 people including 3,250 pilots and 6,969 cabin crew

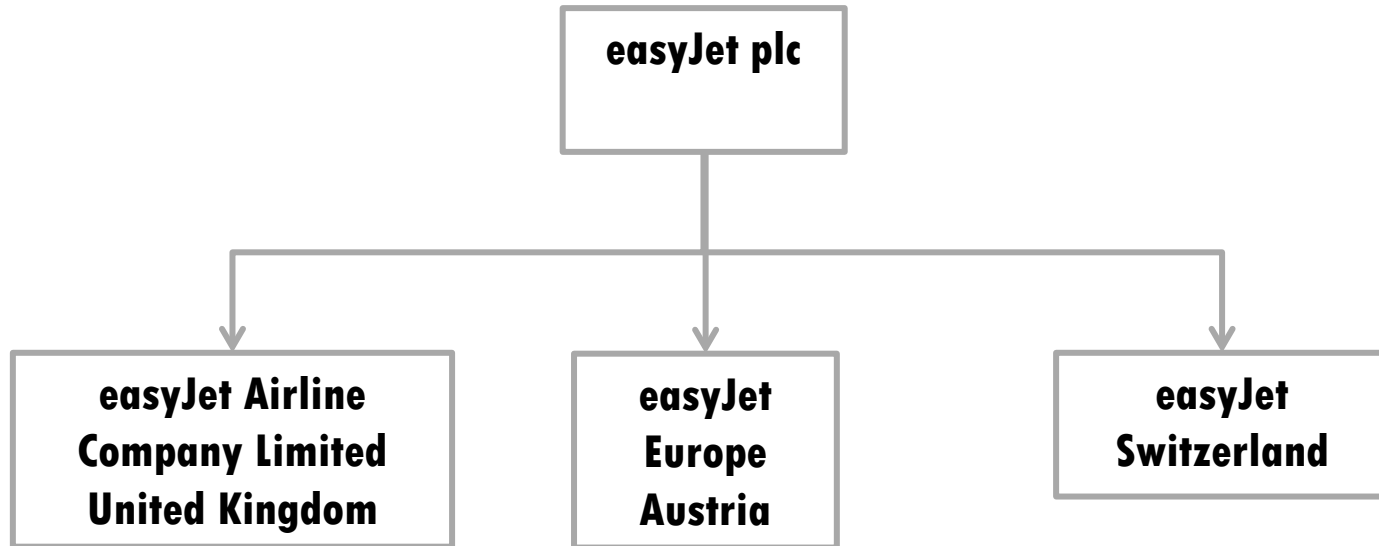
Vital Network Statistics:

- 31 countries
- 28 bases across Europe
- 140 airports
- Over 880 routes
- Over 275 aircraft
- Over 73m passengers



easyJet's current operating structure

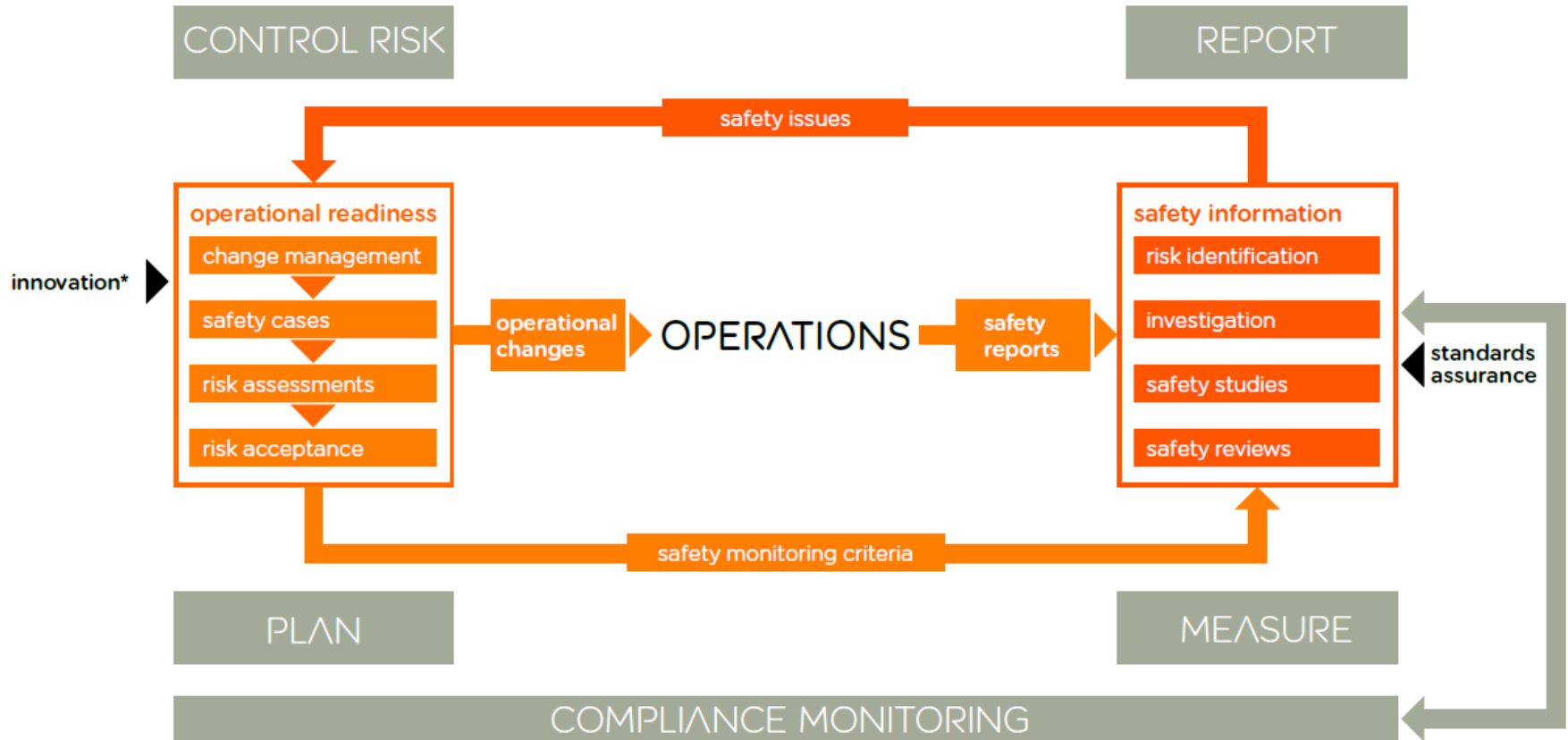
We currently have 3 AOC's



Safety as a guiding principle

- **'Safety is our No. 1 priority' - safety is a guiding principle and informs the decisions made by the company**
- **easyJet's highest priority is the safety of its passengers and people – everyone is committed to maintaining a safe and secure operational environment for our customers, our staff, and our shareholders**
- **Our goal is more than just regulatory compliance, our focus is proactive risk management, underpinning the needs of the business**
- **We continue to develop an open safety culture that promotes continuous improvements in safety performance**
- **Safety is managed by easyJet's Safety Management System (SMS)...**

easyJet's Safety management system



safety culture

Safety Reporting and Investigation

- **Effective Safety Management Systems depend upon the investigation and analysis of safety events. The SafetyNet system is the software used for safety reporting and investigation.**
- **Safety reporting**
 - **electronic reporting via Safetynet**
 - **Web based and mobile App**
 - **Notification – Safety Investigation Authorities**
 - **Automated Mandatory Reporting – NAA(s)**
- **Safety investigation**
 - **Monitored self investigation**
 - **Departmental safety investigators**
 - **Peer Review between departments**
 - **Ops Risk oversight**
 - **Recommendations**



Risk Management - Safety Plan

- **The Safety Plan documents our safety strategy and is designed to drive continuous improvement in our safety performance.**
- **The plan has taken into account risks as identified by our SMS, world accident statistics and the safety plans of regulatory authorities.**
- **The easyJet Safety Strategy is consistent with the Safety Plans of EASA, the UK CAA, the Swiss FOCA and takes into account latest developments in ICAO and other leading aviation institutions.**
- **Incorporating the CAA's 'significant' seven risks, easyJet has organised the key risks in a framework to help facilitate risk management:**
 - **hull loss 'significant seven;**
 - **fatigue;**
 - **security:**
 - **occupational health and safety: and**
 - **safety risk management.**

Risk Management – Operational Readiness

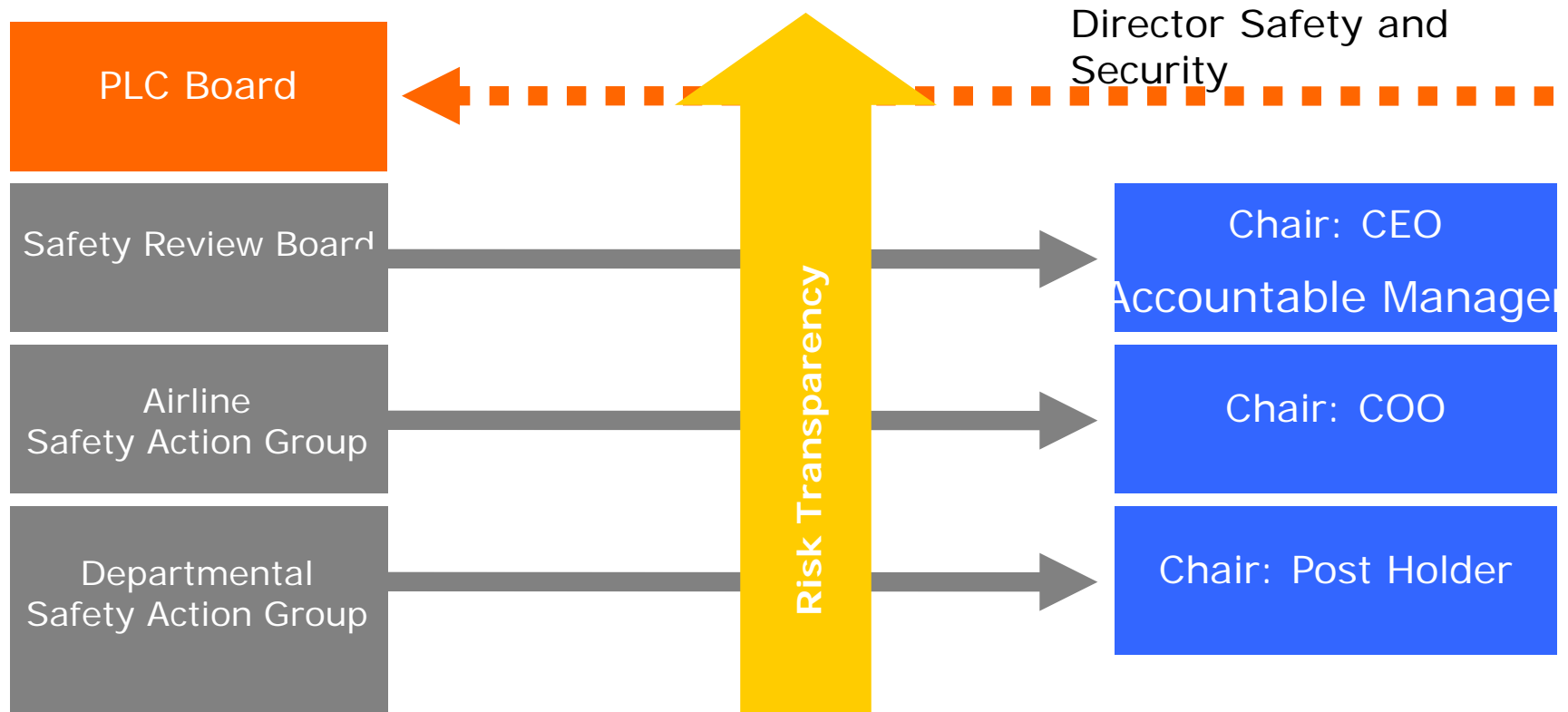
- **Operational Readiness (OPR) is easyJet's tool to manage operational change.**
- **Combining safety, business and commercial goals from the outset, OPR provides a framework that can be used for safety cases, risk assessments and implementation plans for any operational changes. It is an integral part of easyJet's wider Safety Management System.**
 - **OPR is a way of documenting change management to ensure:**
 - **all options are explored**
 - **risks are identified and mitigated**
 - **all the right people are involved**
 - **decisions are documented**
 - **change is monitored as part of future reviews**
- **Operational Readiness can be used to incorporate and risk assess new technology, procedures or activities or to review and change existing policies, procedures or activities.**
- **'Right people, right place, right time with the right equipment and with the right procedures'**



Fatigue Risk Management System (FRMS)

- **easyJet received CAA approval of its FRMS capability in 2006**
- **15 years of experience in FRM analytical techniques, fatigue management training and predictive software usage**
- **The FRMS database contains nearly 100,000 fatigue reports**
- **easyJet received the first FRM approval to EASA standards in November 2015 and has since been granted the first generic Article 22 deviation to EASA FTL**
- **easyJet has helped guide FRM evolution and has representation in the EASA IFTSS as well as the EASA FTL Mirror group**
- **The easyJet FRMS currently has formal fatigue research agreements with NASA Ames, the Dutch National Aerospace Laboratory (NLR) and Cranfield University**

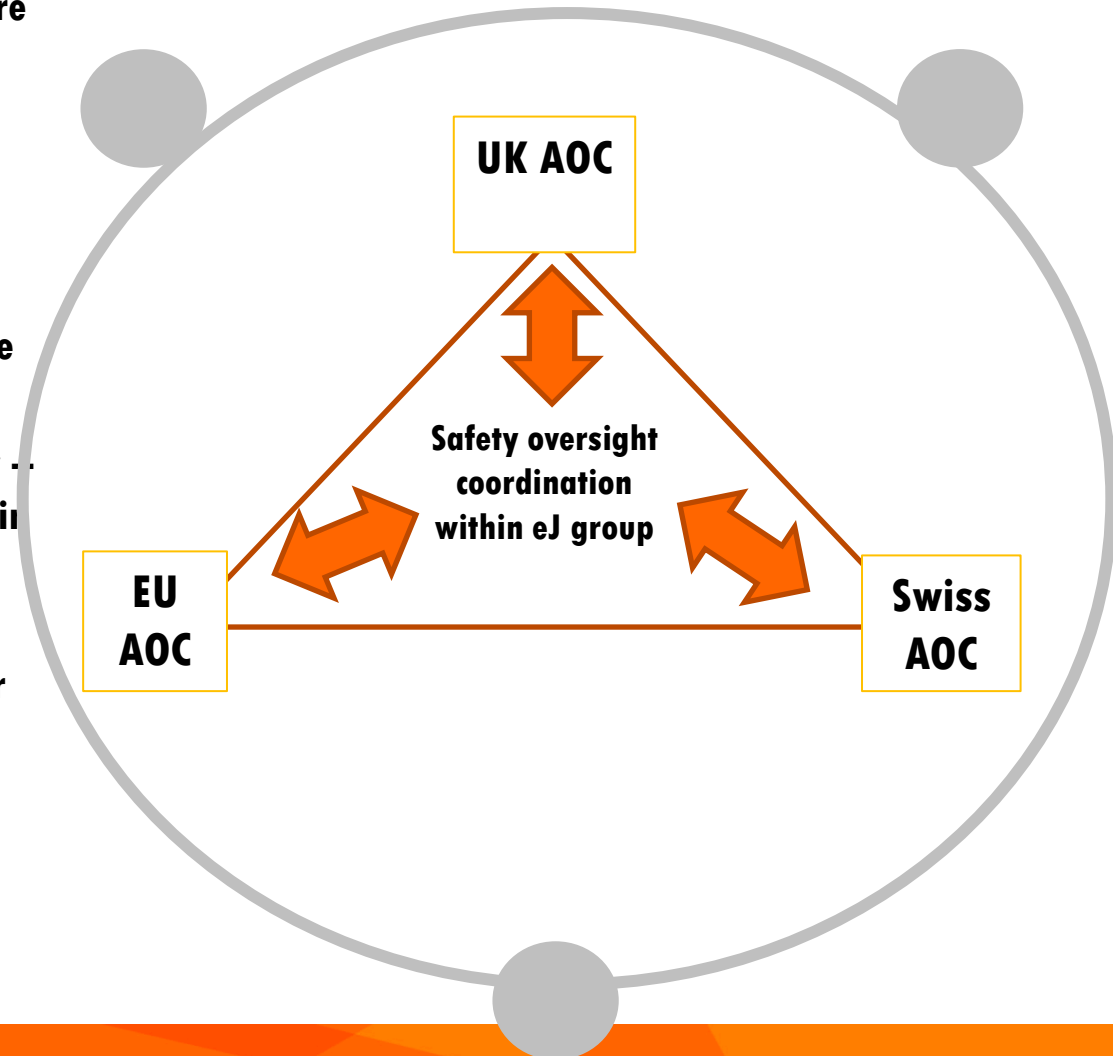
Commitment, Action & Delivery...



Just Culture

Safety governance of our AOC's

- Alongside changes to the operating structure the introduction of a third AOC in Austria also means we need to ensure there is consistent governance of safety across the three AOCs
- It is important to us that we can maintain consistent safety and operating standards across the AOCs
- So we are enhancing the safety governance structure to deliver this
- This involves corporate oversight of safety with the AOCs working together to maintain consistent operations
- As part of this we are working with our regulators to put in place a mechanism for them to work together to regulate easyJet



Thank you

